



# Vision Zero Update

April 27, 2023 – Pedestrian, Bicycle, Traffic Safety Advisory Committee



Photo: [Maryland State House as seen from College Ave](#); used under [CC BY-SA 3.0](#)

# 2023 State Legislative Session

# Bills Sent to the Governor

## Impacting State and County Government Vision Zero Implementation

- **HB70/SB16 – Safe Access for All (SAFE) Roads Act of 2023**  
Requires SHA to implement all possible incremental near-term safety improvements as soon as practicable if a new approved pedestrian or bicycle safety construction or improvement project is projected to take more than 12 months to complete.
- **HB483/SB74 - Grossly Negligent or Drunk or Drugged Operation of Vehicle or Vessel - Prior Convictions**  
Establishing that certain previous convictions for drunk or drugged operation of a vehicle or vessel and grossly negligent manslaughter by vehicle or vessel under certain provisions of law constitute prior convictions for the purpose of determining certain enhanced subsequent offender penalties.
- **HB1071 - Criminal Law and Procedure - Cannabis - Fines for Smoking in Public, Stops, and Searches**  
Altering the maximum fines for smoking cannabis in a public place; prohibiting a law enforcement officer from initiating a stop or a search of a person, a motor vehicle, or a vessel based solely on certain factors; prohibiting, under certain circumstances, a law enforcement officer from conducting a search of a certain area of a motor vehicle or vessel; etc.

# Priority Bills Not Passed

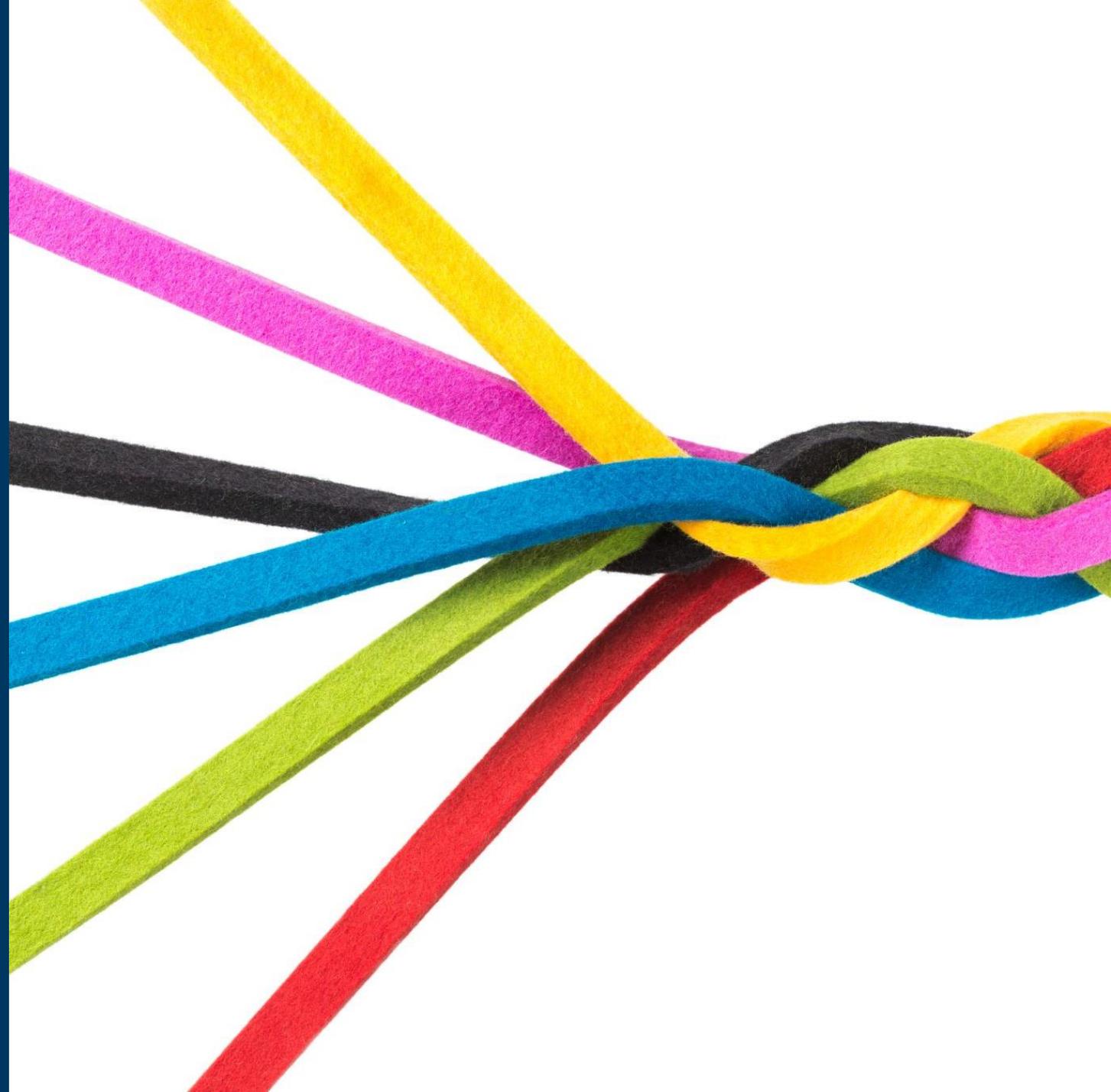
**Attempts at automated traffic enforcement expansion all failed this year**

- **HB822 - Montgomery County - Speed Monitoring Systems - Authorized Highways**
  - Priority under P-5 of the 2030 Action Plan.
  - Would have allowed automated speed enforcement on roadways up to 45 MPH.
- **HB367- Stop Sign Monitoring Systems – Authorization**
  - Priority under P-5 of the 2030 Action Plan.
  - Authorized local jurisdictions to have automated stop sign enforcement.
  - Tacked onto this bill was a requirement that fines be income based.
- **HB451/SB528 - Drunk Driving Offenses - Ignition Interlock System Program**
  - Priority under P-4 of the 20230 Action Plan.
  - Bill has been introduced in 2020, 2021, and 2022 sessions.
  - Would have closed the “Noah’s Law” loophole by requiring impaired drivers given probation before judgment to have ignition interlock installed.

# Implementing Vision Zero

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FY24-25 Work Plan Development



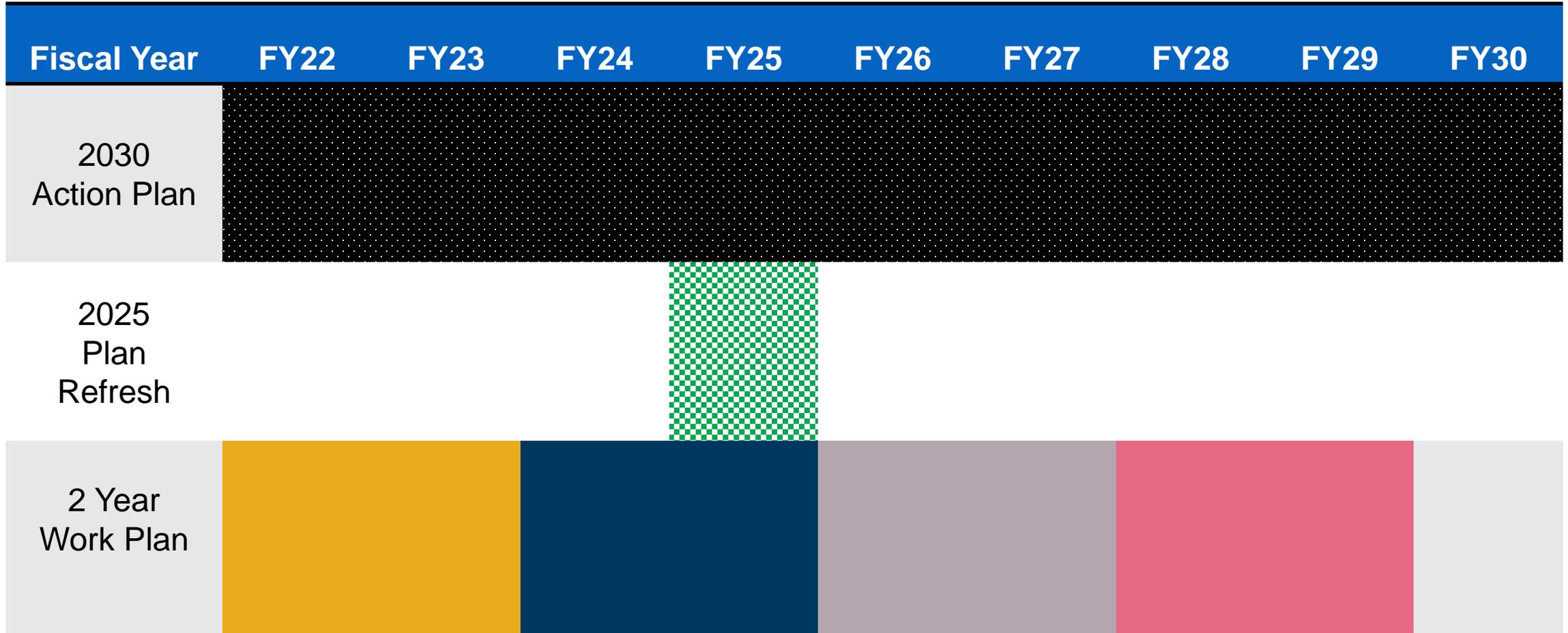
# ACTION PLAN & WORK PLAN

How the long-term and short-term plans relate

2030 Plan	Vision Zero						
Plan Pillars	Complete Streets		Multimodal Future			Culture of Safety	
Safe System Alignment	Safe Streets	Safe Speeds	Safe Transportation	Safe & Sustainable Communities	Safe Vehicles	Safe People	Safe Post-Crash Emergency Response and Care
Actions	17 Actions	3 Actions	10 Actions	1 Action	2 Actions	10 Actions	2 Actions
FY23 Work Plan	53 Tasks	3 Tasks	18 Tasks	2 Tasks	2 Tasks	17 Tasks	2 Tasks

# 2030 Plan Refresh Points

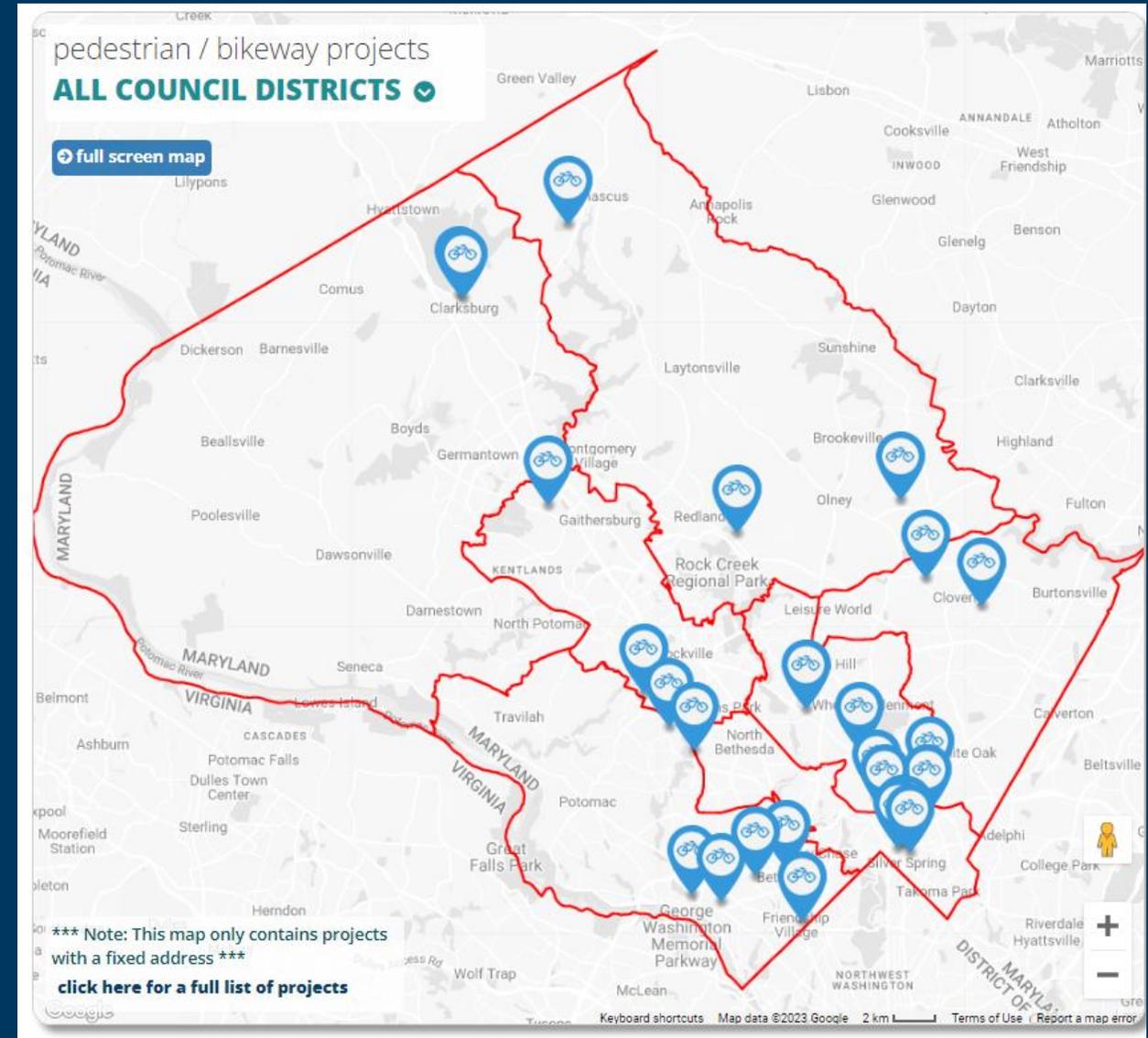
Aligning budget and latest evidence-based actions to plan



# Work Plan Tied to Budget

See draft [FY24 budget online](#)

The 45 action items were developed to define the scope of work necessary to reach Vision Zero, regardless of budget. The bi-annual work plans align County Council appropriated and external grant resources to show what the County can accomplish under each action item with available resources. The work plans are updated between each full CIP budget cycle to reflect changes in resources.



# What are we changing in the two-year work plan?

## Not changing – 45 action items

### Action Item Details

- **Action Item Description:** Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.
- **Lead:** Transportation, State Highway Admin.
- **Contributor:** N/A
- **Crash Reduction Factor:** 3
- **Accessibility Factor:** 3
- **Racial Equity & Social Justice Factor:** 3
- **Investment Factor:** 3
- **Why Do This?:** Vision Zero requires a proactive approach to place limited resources in areas with the highest return on safety and equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.
- **Budget Sources:** [P500333](#) - Pedestrian Safety, [P507017](#) – Intersection and Spot Improvements. Grant opportunities – MWCOC Regional Safety Program (study and design only).

## Changing – Activity under each action

### Two Year Work Plan

- **FY22 Work Plan:**
  - Studies: Aspen Hill (Georgia Ave from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Avenue to Independence Street), New Hampshire Avenue from Oakview Drive to Southampton Drive, 1 additional High Injury Network corridor.
  - Begin design: Randolph Rd from Colie Drive to Hunters Lane, Sam Eig Highway from end of I-370 to Diamondback Drive.
  - Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola Drive, and Bel Pre Road from Georgia Avenue to Layhill Road (beacons).
- **FY23 Work Plan:**
  - Studies: 3 High Injury Network corridors.
  - Design: 2 High Injury Network corridors.
  - Begin construction: Randolph Rd HIN, Sam Eig Hwy from I-370 to Diamondback

# Crash Data

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CY2023Q1 Preliminary Totals

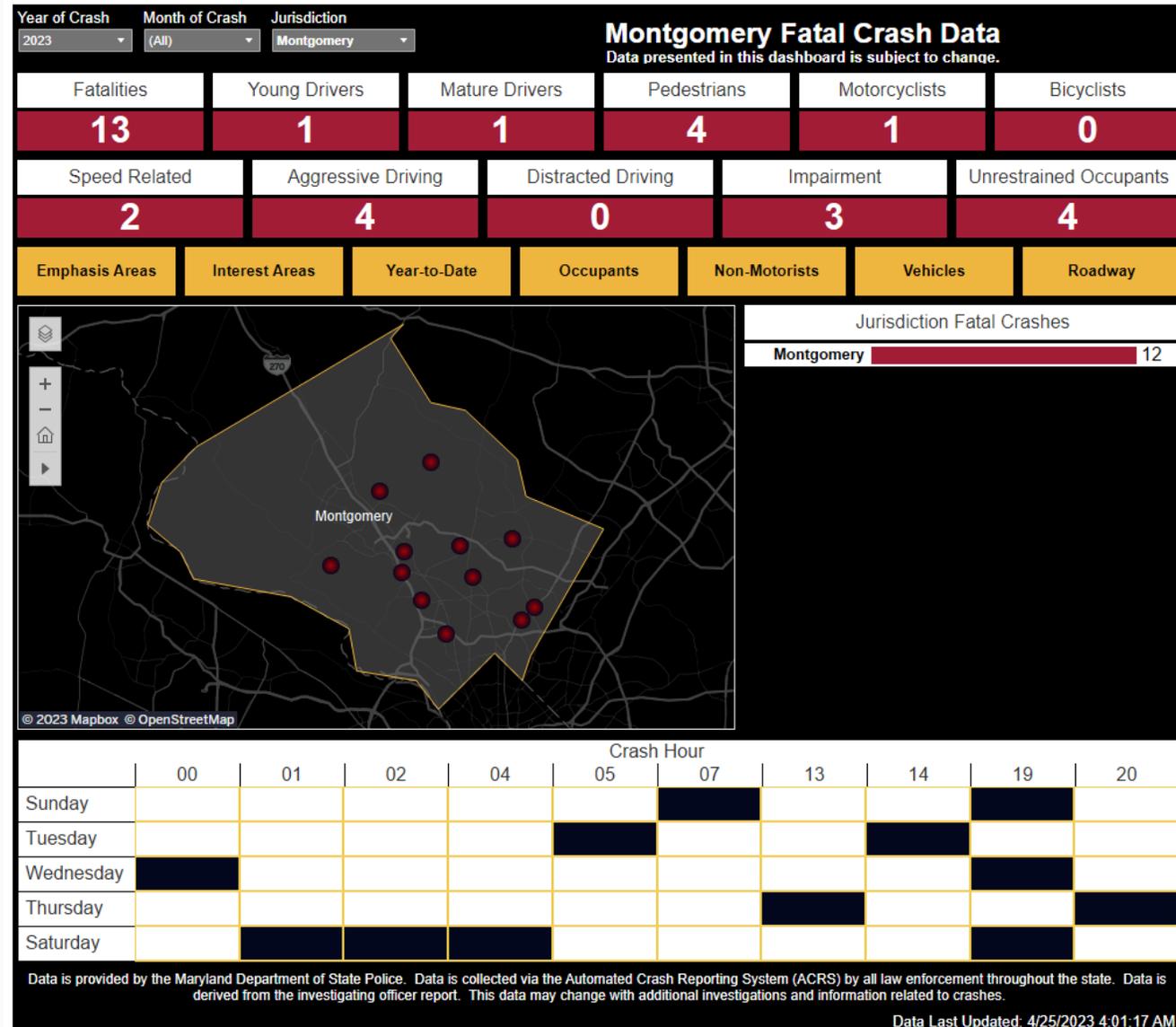


# New Statewide Fatal Crash Dashboard

Contains all fatal crashes reported by State and Local Police Agencies

Regular updates by the [Maryland Highway Safety Office](#), previously in PDFs, are now in an interactive dashboard.

The Zero Deaths Maryland website also offers reports and 5-year trends for each of the Strategic Highway Safety Plan's emphasis Areas (speeding, impaired driving, ped/bike, distraction, work zone safety, etc.)



# Note on the Data Presented

## Roadway Exclusions

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

The County Government does not receive data from the following state and federal agencies:

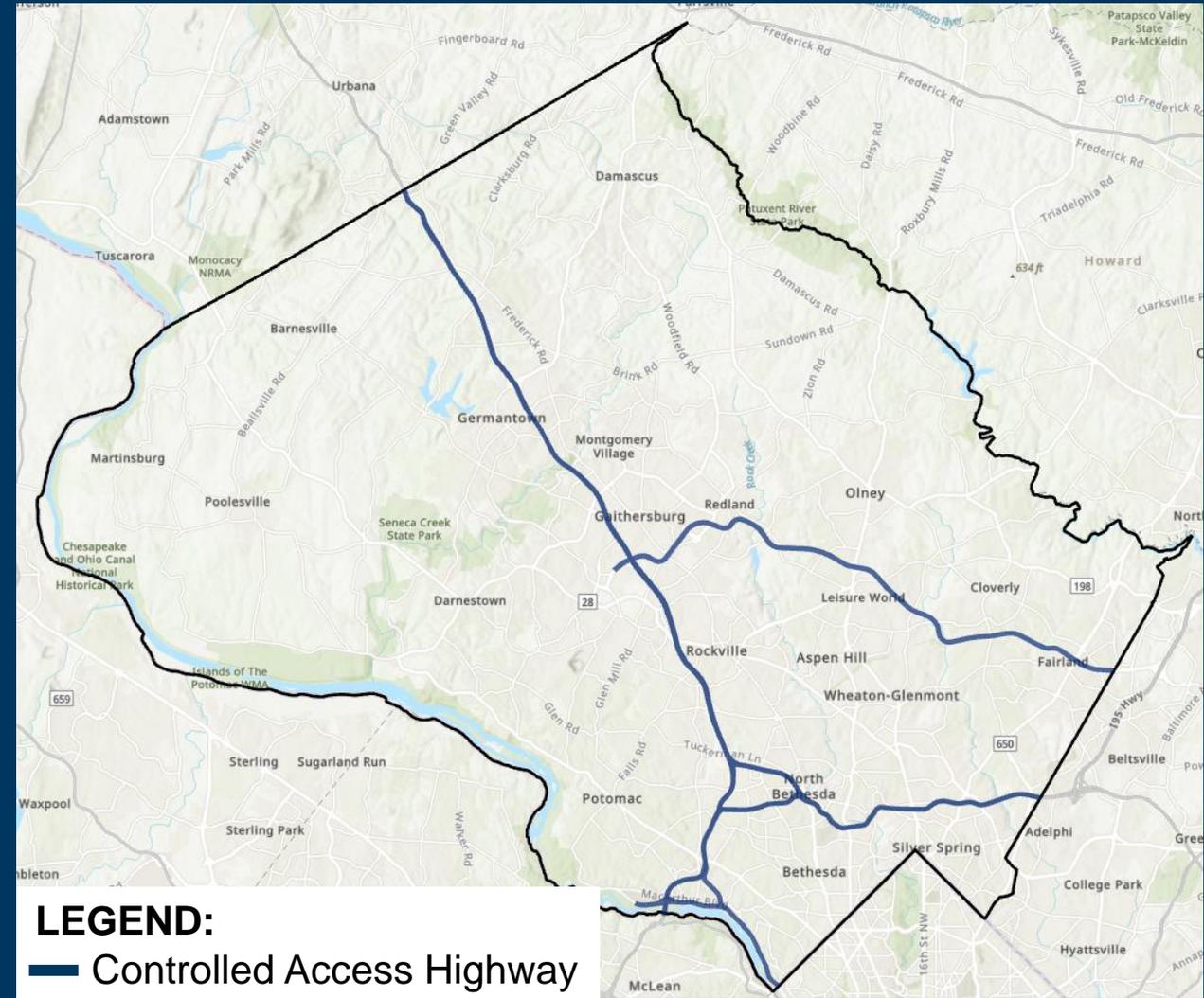
- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports covering all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at:

<https://zerodeathsmd.gov/resources/crashdata/>



# CY2023Q1 Crash Summary

**Fatal crashes up from last year, currently matching 2019 levels.**

- **Fatal crashes**

- January 1 – March 31, 9 fatal crashes investigated by MCPD.
- Highest 1<sup>st</sup> calendar quarter since 11 fatal crashes in 2020.
- Above the pre-COVID (2016-2019) average for this point of the year.
- 2/4 pedestrians fatally injured were struck along Columbia Pike.

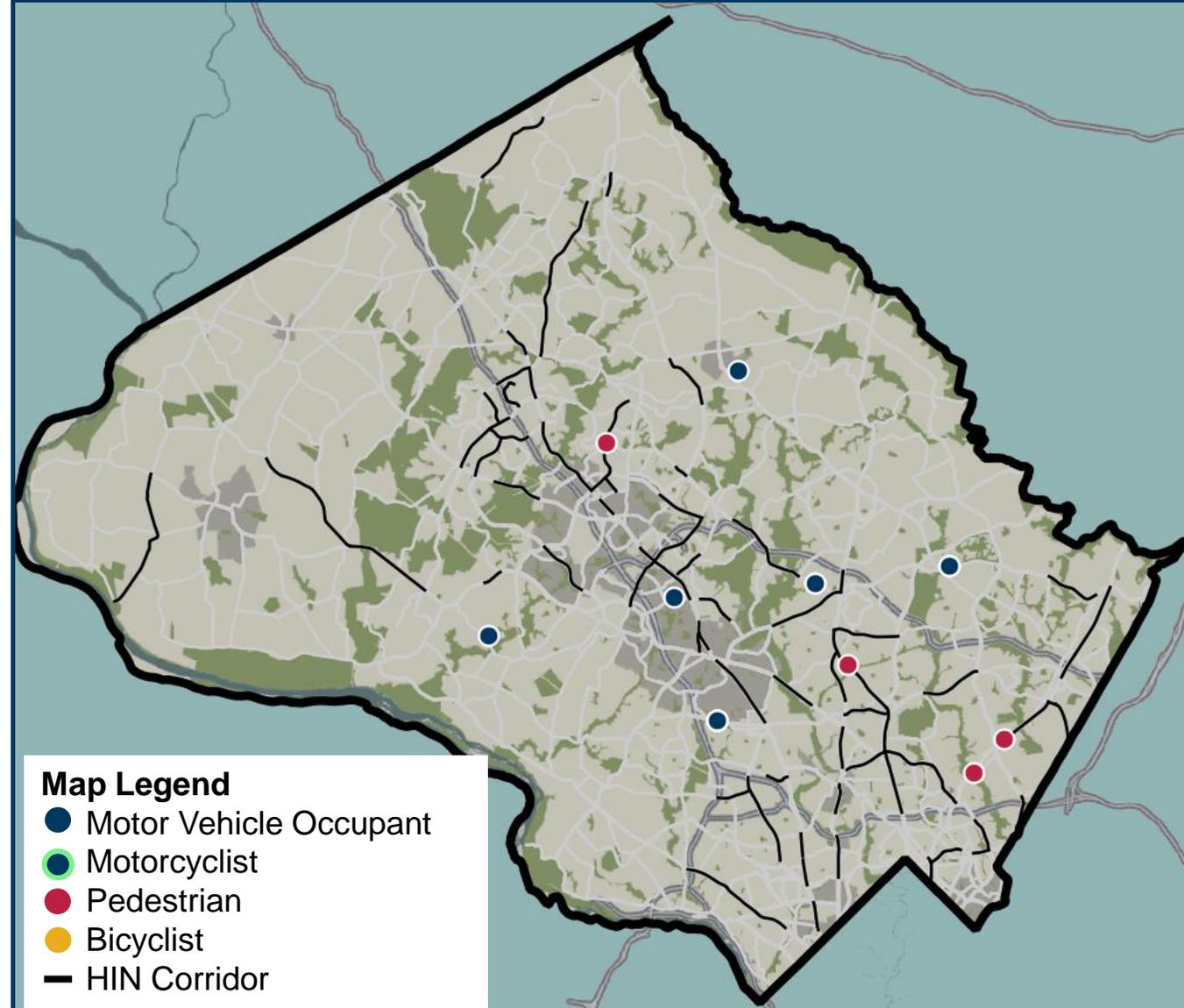
- **Serious crashes**

- 0 serious injury crashes for people biking. Pre-COVID average was 2.
- 9 serious injury crashes for people walking, which is below the pre-COVID average of 15.
- 36 serious injury crashes for motorists, which is above the pre-COVID average of 32.

# 2023 Fatal Crashes (Prelim.)

10 fatal crashes with 12 fatalities  
as of 4/13/23.

- 4 pedestrians fatally struck with 2/4 along Columbia Pike.
- 6 with drivers or passengers killed. 4/6 single vehicle crashes. At least 3 crashes with suspected lack of seatbelt use.
- By road owner - 5 on SHA, 4 County, and 1 Rockville.



# Preliminary 2023 Crash Totals

<u>ALL CRASHES</u>	2023 thru 3/31	2022 thru 3/31	% Change from 2022 thru 3/31	2016 – 2019 Avg. thru 3/31	% Change from 2016-2019 Avg.
Cyclists	12	19	-37%	17	-29%
Drivers / Passengers	2,276	2,111	+8%	2,559	-11%
Pedestrians	131	105	+25%	127	+3%
<b>TOTAL</b>	<b>2,419</b>	<b>2,235</b>	<b>+8%</b>	<b>2,703</b>	<b>-11%</b>

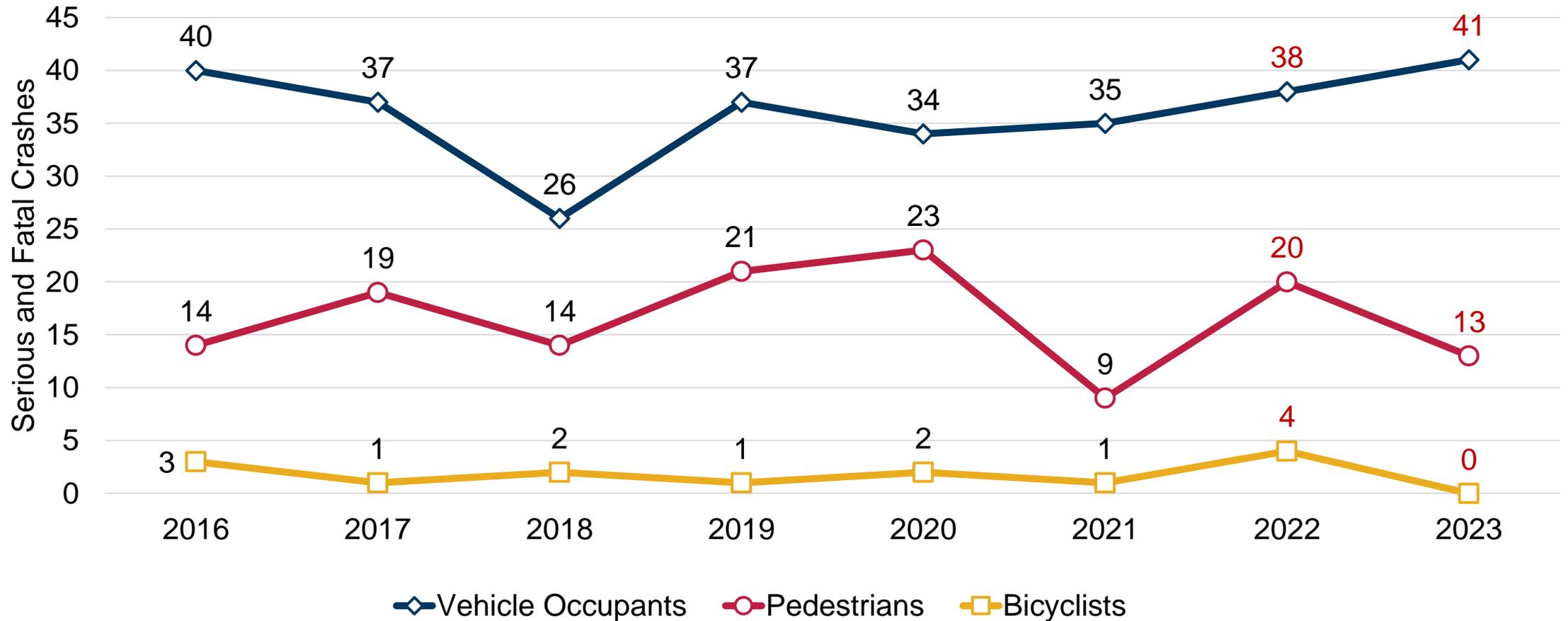
<u>FATAL CRASHES</u>	2023 thru 3/31	2022 thru 3/31	% Change from 2022 thru 3/31	2016 – 2019 Avg. thru 3/31	% Change from 2016-2019 Avg.
Cyclists	0	1	-100%	0	0%
Drivers / Passengers	5	4	+20%	4	+20%
Pedestrians	4	2	+100%	2	+100%
<b>TOTAL</b>	<b>9</b>	<b>7</b>	<b>+29%</b>	<b>6</b>	<b>+50%</b>

NOTES:

- **Red Text** = The number is preliminary and subject to change. Data as of 04/13/22.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD. **2022 and 2023 data are preliminary.**

# Serious and Fatal Crashes

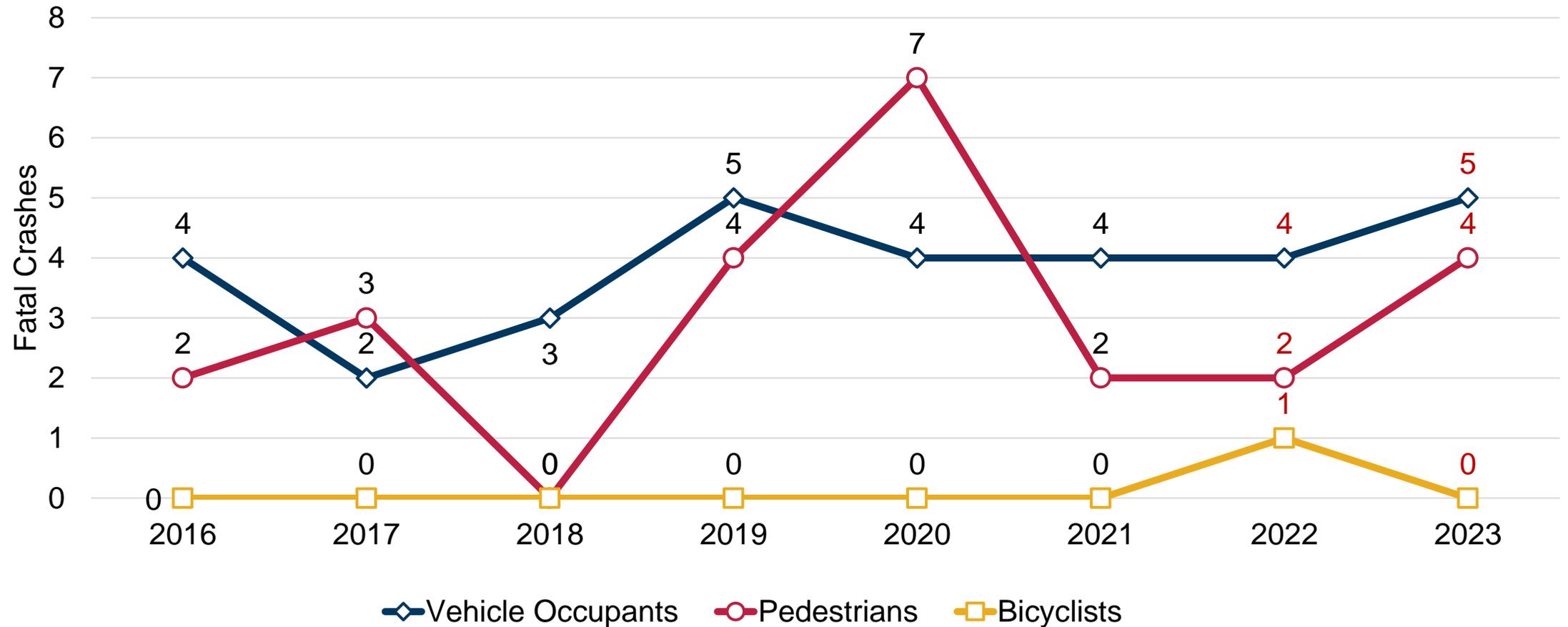
For **January 1 to March 31** each year.



Source: MCPD. Includes MCPD, RPD, TPPD, GPD, and M-NCPPC MC reports. Data retrieved 04/13/23. Includes crashes where at least one party suffered serious or fatal injuries. **2022 and 2023 data are preliminary.**

# Fatal Crashes

For **January 1 to March 31** each year.



Source: MCPD CRU. Data retrieved 04/13/23.

Includes crashes where at least one party suffered fatal injuries. 2022 and 2023 data are preliminary.